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Next 3 Page(s) In Document Exempt

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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

SOUTHEAST CHINA SITUATION

DECLASSIFICATION REVIEW by NIMA/DOD 4/4/00

GP/I - 181

10 May 1956

CENTRAL INTELLIGENCE AGENCY  
Office of Research and Reports

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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

SOUTHEAST CHINA SITUATION

S U M M A R Y

- RAILROAD Construction on AMOY ISLAND ...
- DAM CONSTRUCTION Noted in the AMOY, SHUI-KOU, LUNG-TIEN and HUI-AN Areas ...
- EARLY WARNING RADAR Installation Located near CHING-HAI ...

This memorandum reports the significant changes in the Southeast China area as observed from a study of aerial photography flown between  
25X1D [REDACTED] Items of specific interest include air-  
fields, electronics, transportation, defenses and dam sites.

S-E-C-R-E-T  
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1

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<sup>9</sup>  
AIRFIELDS

Lien-Cheng (25/4ON - 116/4OE): The presence of a permanent beam approach landing system plus sites for a mobile (Refer to GP/I-176) approach landing system indicates this field will have an all weather capability. The permanent beam approach system is located at the northeast end of the runway, whereas at the other newly constructed airfields in Southeast China the landing systems are on the southwest end.

Lung-tien (25/35N --119/28E): The southwest third of the runway still remained to be surfaced on [REDACTED] photography. 25X1D Activity at that time was very light, with little equipment material and personnel in the area. The heavy anti-aircraft situation has undergone a change with two of the eight-gun 85 mm batteries empty and the other two eight-gun batteries only occupied with four guns each.

Hui-an (25/02N - 118/48E): On [REDACTED] photography twenty 25X1D four heavy anti-aircraft guns were deployed on the airfield between the taxiway and runway in three eight-gun batteries. Two of the batteries were accompanied by fire control equipment. The two eight-gun heavy (85 mm) anti-aircraft positions, previously reported, were unoccupied on the above date.

- 2 -

S-E-C-R-E-T  
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- 3 -

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tunnel to the deep water pier area in the southern part of the city. The tunnel appears in an advanced stage of construction as indicated by extensive waste dumps near both ends of the tunnel.

The Chi-Mei to Kao-Chi causeway is completed. The base of the Kao-p'u to Chi-Mei causeway (9000' in length) has been completed except for a 1800' segment in the deep water channel adjacent to Chi-Mei.

An additional 9.5 miles of survey lines on the Nan-Ping to Fu-Chou railroad line was detected on [REDACTED] photography. 25X1D These lines extended from Nan-Ping eastward to Chi-Chi on the north bank of the Min River.

Truck Activity: There were 133 trucks in the vicinity of Lien-Cheng

25X1D AF on [REDACTED] photography. Sixty of these were located in a motor pool 6000 feet south of the runway. Another motor pool containing fifty-five vehicles is located 5000 feet north of the runway. The remainder of the trucks enumerated were scattered about the area.

25X1D On [REDACTED] two hundred and twenty-eight trucks were noted in and about Chienou (27/03N - 118/19E). The majority of these vehicles were concentrated in two motor pools.

- 4 -

S-E-C-R-E-T  
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DEFENSES

Amoy: Five new eight-gun heavy (85 mm) anti-aircraft batteries have been located in the Amoy area (See Enclosure 1). These locations are:

1. Immediately north of Ghi-Mei;
2. At the site of a former four-gun battery on the northeast end of the Kao-Chi airfield;
3. On a point of land near the town of Choi-Shang, on Amoy Island;
4. On the site of an old four-gun position near the boat basin at the north edge of Amoy City; and
5. On high ground one mile east of Amoy City.

Ping-Hoi (25/11N - 119/16E): Recent military activity has been noted near Ping-hoi, located on the coast approximately seven miles northwest of Lu-tzu Island. One four-gun heavy (85 mm) anti-aircraft battery and probably four 4-gun medium anti-aircraft batteries have been located. In addition numerous unoccupied artillery positions were noted.

Peiling Peninsula: Recent aerial coverage of the peninsula indicates that there has been no major changes in the military situation in the area. Artillery positions appear to be well dug in with no evidence of shifting of positions.

- 5 -

S-E-C-R-E-T  
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#### DAM SITES

Recent coverage has revealed the presence of a number of dams in the Southeast China coastal area opposite Formosa. These dams appear to be constructed of earth and range in sizes of from 1300 feet to 200 feet.

A total of ten dams have now been found in the Amoy area between Ma-Chiang and the coast south of Amoy Island (See Enclosure 1). A fifty foot wide irrigation ditch runs from the dam near Hsi-king to Chao-kang via Chi-lu, Hou-ting and Hsin-hsu. The canal is being engineered to carry water over the coastal plain between Tung-an and Ta-ting Island. The largest reservoir appears to be at Hsi-keng, north of Tung-an. The dams appear to be dual purpose dams, at the present time, designed to provide for flood control and irrigation.

In the Hui-an area two dams and an irrigation canal have been found. The canal is similar to the one in the Amoy area and travels a twisting route from the dam located seven miles northwest of Hui-an airfield, along the base of the hills to the west side of the airfield.

Recent coverage in the Shui-kou area revealed the presence of four dams. Three of these sites are in a complex located four miles north of the airfield and range in size from 200' to 500'. A large

- 6 -

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dam 1300 feet long is under construction approximately twelve miles northeast of the airfield. This dam is 250' wide at its base and has a spillway measuring 60' wide and 110' long, all under construction.

Eight miles northwest of Lung-tien airfield there are three dams, the largest of which is 380' across. In addition there are six to eight smaller dams in the area. This system of dams forms a ring about the base of some small hills with the three larger dams located higher in the hills.

In all, a total of twenty-one dams have been located to date in the area between Fu-chou and Shui-kou. These dams plus the irrigation canals indicate that a large scale irrigation and flood control project is underway in the area opposite Formosa.

- 7 -

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